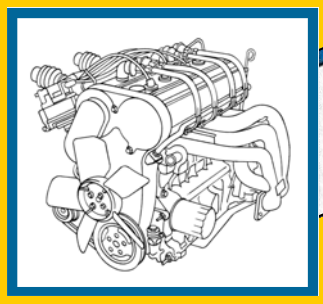
COSWORTH VEGA Magazine

The Official Publication of the Cosworth Vega Owners Association

Issue #103 4th Quarter 2010

Roundup 32

June 24 - 26, 2011



CARLISLE All-GM Nationals

Cosworth Vega Owners Association

CVOA Roundup 32 & All-GM Nationals

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Win this 1975 Cosworth Vega #0171!
All-GM National's Give Away Car
Arrive with one CV, leave with two!

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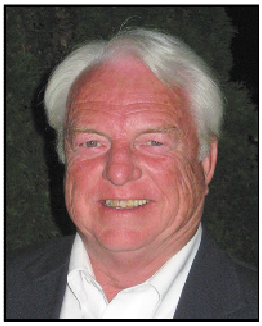
Twin Cam Talk

I hope everyone had a very Merry Christmas and a Happy New Year. If you have not had a chance to make your reservations at the hotel for Carlisle, please give them a call. They may still have space even though our guaranteed block may be gone. Also, if you haven't sent in your request to be included in the indoor display yet please don't delay any further. We won't make the final cut until the end of March so you still have time to be considered.

I can't wait for the weather to break so I won't freeze to death in the garage. The Fiero took a while to get parted out, but all the big pieces were gone by October. I finally was able to make enough room to move the racecar from Cowall's garage to mine. Those folks are very patient, storing the car for me for "only" a year and a half!

I've decided to start taking the racecar back to a configuration very similar to the way it was when I bought it from Mark Grimm in 1987. Over the years I had changed the whole drive train and suspension, a little bit here, a lot over there. When purchased in 1987, the car had a Saginaw 4-speed and a modified stock 4.10 rear axle with three links, two lower and a single upper. They mounted from the top of the differential to a reinforced chassis section above the drive shaft about two feet in front of the axle and an adjustable Panhard rod. The front suspension was pretty much stock with Monza rotors with slightly lowered A-arm mounting points to give the front end a lot of negative camber. All the suspension bushings, both front and rear, were made from solid Delrin. The anti-roll bars were pretty much stock pieces. The main reason I'm converting it back is the 5-lug 16 inch wheels I put on it, appearance wise, is that they just look too big for the car. Hopefully by the time you read this I have found one of the two rear ends that came with the car that had the special brackets welded to it, making the conversion quite a bit easier and much quicker. New upgraded front suspension pieces are just about ready to go. I found one of the axles but it doesn't have the special brackets on it, so I'm on the hunt for a regular '76 4.10 axle.

Please give this year's Roundup at Carlisle some serious consideration, no matter where you are in the country. Jack Middleton has worked hard and long to make this a really unique experience. Carlisle is anxious to support the Cosworth Vega and General Motors is lending a hand as well. For those of you living in Region 3, I'm asking you to please consider helping Jack since we are closing in on Roundup 32. He has basically done everything to date on his own and as other Roundup hosts can attest, it can get very overwhelming. Please send Jack an email at jackmiddleton1@comcast.net if you are able to give him a hand. You don't have to be an expert in any regard to help, just a willing participant! The Club is combining registration for the Roundup and Carlisle in one package. Make sure you come to the hotel to sign in first. There you will receive your Roundup package and the credentials you'll need to enter the Carlisle grounds.



Now if I could get a little break in the weather I'll be able to get a jump on putting #3136 back together. I still have to decide which engine is going into it. That could be a whole other story!

Dick Baumhauer
CVOA President

Remember to send all address changes to the CVOA!

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Cosworth Vega Magazine

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If you have information on your CV that was not supplied with your membership or renewal application, please send it to the registrar to update the CVOA records.

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Message from the Editor

Things are busily taking shape behind the scenes in Carlisle for the All-GM Nationals and Roundup 32. Jack Middleton, our liaison to the folk in Carlisle, has been busy meeting, planning and publicizing the event and the Cosworth Vega. Word from Jack is that the Wyndham Hotel in Mechanicsburg is all booked up for the All-GM Nationals so hopefully everyone that is going got their rooms. If you did not get a room in time, there still may be other options. A quick search on Hotels.com reveals a good number of hotels in the Mechanicsburg/Harrisburg area.

You will find the combined All-GM Nationals/CVOA Roundup 32 registration form enclosed inside this issue. This form will get you signed up for both events so please make sure to get the form filled out and sent back as soon as you can.

There will be some surprises at the Roundup and most notably, the famous Car and Drive rally car, #0008, will be in attendance. The current owners, Tom DeLashmutt and Carlos Niederhauser, have been in contact with Dick Baumhauer and will be bringing the car for all to see. We have probably all seen the famous cover of Car and Driver with CV #0008 flying through the air. The real story behind the car is not the Car and Driver portion of it's life ,but rather what happened after they left it for dead.

Check out pictures of Cosworth Vega #0171 on page 6 which is the give away car for the All-GM Nationals this year. The car is on display in the offices of Carlisle Events, Inc. for all to see.

One other item to note in passing is that I have changed the term "roundup" from two words to one. This is to make it more consistent with how the club refers to the event in the past and also in the CVOA bylaws. Either term works fine but for constancy sake, we will now refer to our yearly events as "Roundups".

Take a look at the new valve shim part numbers on page 22. Our new Merchandise Vice President, Chuck Larsen, now has real CV valve shims available in a wide variety of sizes.

Dick Baumhauer has been busy working to fill up the Regional Directors positions for the club and you will notice on page 20 that we have two new RD's. Bryan Pridmore takes the reigns for Region 16 and Robert Spinello will replace Art Treta in Region 2. Join me in welcoming both to their new positions. Nothing like a little new blood in the RD positions to get things going again!

Despite battling a brutal Winter in New Hampshire, I was able to get some time to continue with the painting of #3173. In installment 4 of "Paint Your CV", I will cover primers and try to cut through some of the confusing and misunderstandings surrounding what kind to use and when. #3173 is now all primed and ready for its basecoat. You will be able to see pictures of the car as it moved from filler and body work to primer. The goal is to have a freshly painted car ready for All-GM Nationals/ Roundup 32!

Tod Erickson
Cosworth Magazine Editor

CVOA Roundup 32

Carlisle GM Nationals 2011

June 24 - 26, 2011

Carlisle Fairgrounds - Carlisle, Pennsylvania

Attend the All-GM Nationals and you could win this 1975 Chevrolet Cosworth Vega!
Giveaway car to be presented by Carlisle Events on Sunday, June 26, 2011

Don't miss your chance to win a great example of Chevy history – a 1975 Cosworth Vega (#0171) - on Sunday of the GM Nationals. This Vega has the famed British Cosworth high performance engine with tons of horsepower. She is clean and a very nice example of the cult Vega that we are featuring this year. Be at the stage on Sunday with the "Giveaway Car" ticket provided to you upon entry of the event to be eligible to win the car! No purchase is necessary but you must be present to win.

EXPERIENCE CARLISLE Events™

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CVOA Roundup 32

Event Summary

A river boat cruise on The Pride of the Susquehanna

http://www.harrisburgriverboat.com/index.html

A visit to The National Civil War Museum

http://www.nationalcivilwarmuseum.org/index_1.php

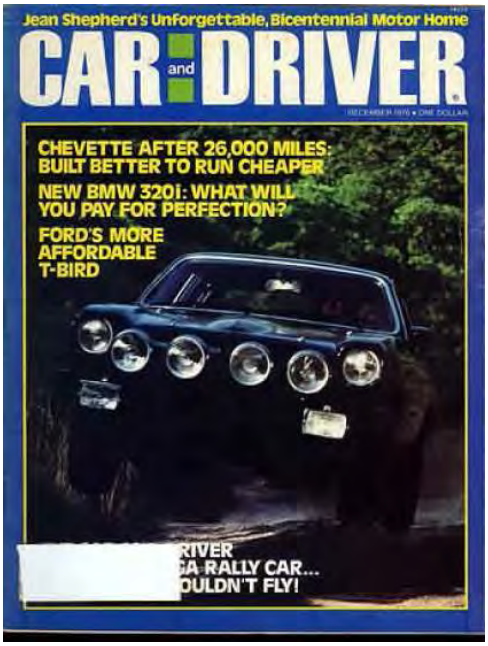
Cosworth Vega Owners Association Awards Banquet
The Rolls Royce Museum

http://www.rollsroycefoundation.com/

CVOA Roundup 32

Special Attendee - CV #0008!

The CVOA is very please to announce that the famous Car and Driver rally car, Cosworth Vega #0008, will be in attendance at Roundup 32 at the GM Nationals in Carlisle, Pennsylvania.


Jean Shepherd's Unforgettable, Bicentennial Motor Home
CAR and DRIVER
CHEVETTE AFTER 26,000 MILES: BUILT BETTER TO RUN CHEAPER
NEW BMW 320i: WHAT WILL YOU PAY FOR PERFECTION?
FORD'S MORE AFFORDABLE T-BIRD

Dick Baumhauer, John Cowall and John Cowall Jr. embarked on a field trip to see the famous Car and Driver rally car. The car is now in the possession of Tom DeLashmutt and Carlos Niederhauser who acquired and raced it after Car and Driver had stored it away. Here is Dick's write up of the trip and some comments from Tom DeLashmutt himself.

It all started Friday morning about 4AM. The three of us, John Cowall, John Jr. and I were trying to stay warm as we began our weekend adventure. The car warmed up quickly and we were on our way, first to Virginia then to Carlisle, Pennsylvania.

John Jr., who by the way is not a junior but we call him one anyway, had done the leg work and made contact with one of the drivers of what is known as the Car and Driver rally Cosworth Vega.

Here's where this story begins. Tom DeLashmutt and Carlos Niederhauser had decided to compete in the Singapore Airlines Rally, London-Sydney 1977. All they needed was a vehicle. Through Carlos' connections they located the Car and Driver car, then in storage, made some modifications for the rally and had it shipped to London, England. There were several cars entered including three factory backed Mercedes' as well as Citroens, Peugeots, Jeeps and others. More details will follow in a future issue of the CVOA Magazine on the cars, drivers and experiences. To keep this short, the Mercedes' came in first, third and fourth. They needed several repairs during the contest and had factory mechanics and parts trucks on the route. Had they not had this attention, they would not have finished.

Tom Delashmutt and Carlos Neiderhauser relaxing next to CV #0008.

Although we are not sure of the position Tom and Carlos finished, needless to say they did finish without the help of any factory backing or assistance. Along the way they had to have the oil pan welded up as it suffered damage from rocks and who knows what else. A skid plate was in place but had enough space under it for things to get wedged in and it was suggested to pack the space with rubber. Before starting the Outback portion, they put longer springs in the car for added ground clearance and suspension travel. They also lost a bolt for a rear shock and had to find replacements for the two long bolts that

CV #0008 (second in line—Car 21), Car 25, Car 60 and Car 74 on Jurong Road in Singapore.

mount the torque arm to the rear axle which had vibrated out. But they finished, something which a number of cars did not. 30K kilometers in 30 days of driving across Europe, Afghanistan, Iran, Pakistan, India, shipped to Perth, Australia and driven across a torturous route to Sydney.

Our road trip brought us to our destination at 2PM Friday. Tom and Carlos met us and led us out to the barn where CV #0008 has been hidden away for 33 years. There she was, a little tired and dirty, a little rough from the wear and tear. A cracked windshield had now shattered, the `Roo bar and auxiliary lighting still in place, a side rear window replaced with Plexiglas and the rear Plexiglas window gone, left somewhere in India.

Why this teaser here? Tom has agreed to bring #0008 to Carlisle for the GM Nationals, its first public appearance since being driven from Long Beach, where it was shipped after the event, to Virginia in 1978. Yes, that's true, after 30K kilometers in a very grueling rally, Tom and Carlos didn't have enough so they drove it back across the U.S. So get your registrations in and come and join us for a terrific weekend that honors the collaboration between Cosworth of England and General Motors. There will be several Cosworth Vega's and Cosworth Vega powered cars on display inside the GM building as well as outside on the adjacent field.

Car & Driver may have put the car together but they drove it off the road and then decided to put it in a barn and forget about it. Tom and Carlos resurrected it, prepared it for the most strenuous rally possible and brought it home to the finish line in Australia, 30K kilometers in 30 driving days. On top of that after it was shipped back to the States it was driven from California to Virginia. It's terrific that we will have Car 21 of the London Sydney Rally at Carlisle and we thank Tom for this opportunity. I contacted Tom DeLashmutt for his perspective and he sent me this comment about the car:

"I get tired of reading of the Car and Driver car. They wrecked the car and sold it. Carlos and I drove it thirty thousand kilometers in thirty days; after Europe, largely dirt. We finished forty fifth of eighty entries and a hundred and seventy "starters". The car was whole and competitive. We shipped it to San Francisco and I drove it to Virginia in full race gear. We entered the car in a subsequent Paris to Peking Rally which was canceled for political reasons. I suggest the there be a London Sydney poster at the car and it might be better referred to as Car 21, London Sydney Rally. Anyone interested might check Peter Flanagan's web site". (http://www.1977londontosydney.com/).

CV #0008 arrives at the public display at the Singapore National Stadium. The car finished 45th outright.

Editors Note: The following is a reprint from Sports Car Digest article from February 3, 2011. The article is in response to an email that Jack Middleton, our GM Nationals point person, sent to the publication requesting more information about the pictured Cosworth Vega powered sports car.

SPORTS CAR DIGEST
THE SPORTS, RACING AND VINTAGE CAR JOURNAL

Location of Missing Sports Racing Car Sought
By Will Silk

The Chevrolet Vega is perhaps one of those cars that history has brushed aside for a number of reasons. The early 1970s were difficult times, with the first global fuel crisis accompanied by a recession in the United States, automakers were willing to make bold moves in designs to attempt to survive. The Chevy Vega was one of those designs, first brought to market in 1971 as a sporty coupe with an economical four cylinder engine.
John DeLorean was heading up Chevrolet in the early

1970s, and in 1971 a joint project between Chevrolet and Cosworth Engineering was started to transform the sporty looking Vega model into a sports coupe with real performance. Cosworth designed a new 2.0 liter twin cam engine for the project with a die cast aluminum cylinder head. Early production engines yielded horsepower numbers as high as 180 on the dyno.

It was estimated that Chevrolet would sell 5,000 units a year beginning in 1974, but a strike at US plants lead to production being shifted to Canada at the last minute. This postponed the arrival of the twin cam coupe until the 1975 model year. At a cost of $5,916.00, the Cosworth-Vega as it became known was not cheap. In fact, for just $900.00 more your Chevrolet dealer could put you in the seat of a base Corvette at the time. With only 2,062 units built in 1975, and a further 1,446 Cosworth-Vegas built in 1976; the Cosworth Vega was cancelled leaving some 1,500 engines left to be scrapped.

When we opened an email recently from Jack Middleton, the crew at Sports Car Digest had to take a moment and really soak in the pictures he sent of the sports racer. The sports racing machine featured here is powered by a Chevrolet Cosworth-Vega engine. Andy Schwartz is said to have built the car and provided a bit of tuning to the twin cam engine with the addition of a turbocharger. As its believed to be the most striking machine to use the Chevy Cosworth-Vega engine, Jack Middleton is seeking any information on the car as he is putting together a Cosworth-Vega display for the 2011 GM Nationals to be held at the Carlisle Fairgrounds in Carlisle, Pennsylvania.

If you have any information on this sports racing car, please contact Jack Middleton at jackmiddleton1@comcast.net.

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Member Spotlight

Paul Chicky and CV #2993

By Paul Chicky

The 30 year Cosworth quest. Why do we have an affection for particular cars in our lives? It usually starts at an early age, when we see that "one" car that strokes the passion in all of us. For me, that was a 1973 Vega GT, white with black stripes that I saw on a used car lot every day as I rode the bus to school. I wanted it so bad I couldn't stand it, but the problem was, I was 12 years old and I knew my parents would not have anything to do with it. So, all I could do was dream. That Vega sat there for about a year, unsold, and then was moved down the street to a house where it sat for the next 5 years, under a tree, rotting away. I remember as a teenager (with a drivers license, finally) stopping by to see that Vega and wondering if I could buy it. The years of neglect had taken its toll with rust around the front pillars and rear hatch. I remember the car had 45K miles on the odometer and the interior was in decent shape, but the exterior was a mess, and under the hood? Well, it was missing engine parts, so I had to let the dream go.

Years later, I remember picking up an article on the Cosworth Vega and fell in love again. I had to have one of these but there was a new problem….lack of funds and the Cosworth wasn't necessarily cheap. We had just had our first child, and money was going elsewhere, but I knew one day I'd own one of those cars.

Jump forward another 10 years and things had settled down a bit and I was a certified car nut, starting to collect and restore various vehicles. I began the search for a Cosworth in 1998, and debated back and forth about a fix-er-upper or an original car. Figuring that these cars would be collectible, I decided to get an original, unrestored Cosworth if the right one came up. I wanted one of the colored Cosworths, in particular the mahogany if possible, but would settle for one of the other colors if the right car came up.

Jump forward ANOTHER 10 years and now eBay is on the scene where I can look at Cosworths and try to find the right one. I didn't care how far away it was, if it was the right car, in the right condition, I'd go get it. I lived on eBay, checking daily listings, but to no avail. The mahogany Cosworth didn't appear. I remember going into eBay one night, very late, to check another Cosworth listing and low and behold, there was # 2993. It was a '76 mahogany Cosworth Vega with only 5,900 miles on it, in what appeared to be mint condition. I quickly clicked the "watch" button, and then scoured the ad and pictures. It sure seemed like a beauty, but what would it really go for? The "Buy-It-Now" price was high and I figured the owner wouldn't part with it for much less than that price. I watched that listing which took an agonizing week to conclude. I'd bet that most of the hits on that listing were from me going in multiple times a day to see what was going on. I bid on the car several times but the reserve

Paul's pride and joy, CV #2993, finally his after a 30 year wait.

was never hit, and the auction closed with no seller. To make a long story short, I contacted the seller, we bargained for a few days, and the Cosworth was mine. I drove from South Carolina to Ohio to get the car with my father, drove it a short distance down the street to check it out, then put it on a trailer and brought it home in the pouring rain. It killed me watching it get drenched on that trailer on the way home. The prior owner told me that his father had worked at GM building Cosworths back in the 70's and he had bought it out of nostalgia. The Lordstown plant where it was built was only 5 miles away from the seller's home.

Over the next year, I spent a considerable amount of time doing research and documenting the car. That includes finding two build sheets in the usual locations, one behind

Clean as a whistle—the interior of #2993.

the passenger seat and another one in the front radiator support. Through the Cosworth Association, I found the Cowall boys from Michigan and met them in Charleston, WV to pick up a set of original tires and restored rims for my treasure, which I believe came off the famed "tornado Cosworths". I also decided to go to the CVOA Roundup in Green Bay for the '09 Roundup where # 2993 won first place in the Unrestored Class. Put simply, I had a blast

Paul (far right) with Chip Foose (center) and Paul's friend at the Chip Foose Year One Braselton Bash on September 19, 2009.

and I was honored. These were a great bunch of guys with a SERIOUS passion for the Cosworths.

So, what's the moral of the story? Never give up on looking for that "right" car. It's out there somewhere and just takes some persistence and time to find it. Honestly, when I recall looking at that '73 GT and lusting for it, I never thought it would actually take me another 30 years to own a Vega, much less a Cosworth. Like a fine wine, some things just get better with age. As for # 2993? She's been in many car shows since, winning awards, with her next big trip being Carlisle this year for the GM Nationals and Cosworth Roundup.

COSWORTH VEGA 1975 1976 OWNERS ASSOCIATION

WANTED

Articles for the Cosworth Vega Magazine
"Member Spotlight" series.

If you would like you and your Cosworth Vega featured in the CV Magazine, submit the history and story of you and your car, along with some photographs to Tod Erickson, CV Magazine Editor.

Tod Erickson
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Paint Your CV Part 4 - A Primer Primer

By Tod Erickson

Now that things have settled down a bit, I can get back to part four of the "Paint Your CV" series. When we left off in part three, I had sanded #3173, applied an initial coat of epoxy primer and then worked out and filled any dents on the car. With the body nice and straight, dings and dents filled and sanded, it is now time to prime the car and get it ready for a base coat of paint. During all of my research before I started this project, I found much of the information regarding automotive primers to be confusing, contradictory and just plain wrong. I will try to boil it down to the basic facts and give an overview of the different primers and why and when to use one over another. As you all know, I am not an auto body man but I will try to give you the benefit of my research and experiences as I paint CV #3173.

I have mentioned this in an earlier article in this series but I think it bears repeating. Whatever color and type of paint you decide on for your CV, make sure to choose a good quality paint manufacturer and follow their instructions and datasheets carefully. They spend countless amounts of time testing their product and making sure that the results of that testing are reflected in their documentation. It is also best, but not required, to stay within the same brand of paint throughout your project. If you are not experienced in automotive finishes and how different products react with each other, it is always best to be consistent and stay with the same vendor. That being said, I have seen a lot of cars painted using a different primer, base coat and clear coat that look great. The difference is they were done by experienced painters who through years of experience know which products can successfully be used together.

Primers boil down to three basic flavors: self-etching, epoxy and a primer/surfacer. The problem that compounds the situation is different manufacturers refer to the same type of product by different marketing names. It is important to carefully read the details of the product and make sure what is advertised is actually what the product is. I have seen so many different terms for basically the same product which can be overwhelming. So here is the straight scoop, or as straight as I can give it, on primers.

First, there are few misunderstandings on what a primers will or will not do. Thick coats of primer will not take the place of good body and prep work and will not hide dents or scratches or smooth out body rough surfaces. Primers will, and are designed to, fill sanding marks. They are not meant to hide poor prep work or as a substitute for filler. Primers will not eliminate or fix rust problems. I am amazed at how many people think that primers will prevent rust on a car. In fact, with the exception of epoxy primers, most primers are very permeable (they have holes) and can soak up moisture and allow the moisture to pass through it to the surface below.

Self etching primers are for metal that has not been etched or prepared by some other means. If you are working with brand new sheets of metal or new untreated body panels and do not want to sand them, you can use a self etching primer. The job of self etching primer is to create good surface for putting the next layer of paint on to the metal. If the metal has already been prepped by some other means (sanding, chemical prep or factory primer) then you do not need, and do not want, an etching primer. Self etching primers are pretty much old school technology as the new epoxy primers do not require a self etching primer to be applied first. On a new untreated piece of metal, a good sanding and degreasing before applying an epoxy primer is a better alternative to a self-etching primer.

I can tell you from person experience that epoxy primers are wonderful to work with. They are waterproof and therefore protect bare metal from oxidation problems, unlike a standard or high build primer. Epoxy primer does not normally require sanding after it has been applied and cured properly, unless runs or imperfections are found during or after application. If you do find a run or blemish of some kind, you can simply use a piece of 180 to 320 grit sandpaper to sand out the blemish and then re-spray the affected area. Epoxy primers can be applied over bare

Epoxy primers are the perfect start for applying over old paint, bare metal and body filler.

metal, filler, properly sanded OEM finishes or a combination of them all. Always remember to scuff or sand OEM paint thoroughly. If you don't, the result of this can range from random paint flaking to complete peeling of the paint. The old baked finishes were very tough and if they are not prepped well, the new paint will not stick.

As I mention in earlier installments of this series, epoxy primer should always be applied to bare metal before any

Before and after of the right rear quarter panel. The top picture was taken after the old paint was sanded down and two coats of Eastwood 2K Epoxy Primer were applied, but prior to any filler being applied to the dents. The bottom pictures shows the same panel after body and filler work and three coats of Eastwood 2K Urethane Primer.

filler is used for dent repair. Remember, filler on bare metal acts like a wick and will absorb and pass moisture to the layers below. A layer of epoxy primer under the filler on the bare metal will ensure your repair looks great for years.

One quick note on a primer term that I see used quite a bit, "primer-surfacer". Some manufacturers refer to their product as a primer-surfacer while others simply use the term primer. As a matter of function, they both do the same thing, unless the manufacturer specifically states that they have separate products that must be used together. Generally you will find that the terms primer and primer-surface are interchangeable. However, many manufacturers also offer a straight sealer which is designed to go over the primer as a last coat prior to the first base coat.

After the car has its necessary sheet metal repairs, I sprayed it with two coats of epoxy primer. I did not sand the epoxy primer between coats. The Eastwood epoxy went on nice and smooth and it did not need any sanding between coats. After the epoxy primer is applied, minor imperfections might still remain, such as light sanding scratches.

The next step is to fill these scratches and imperfections with an Eastwood 2K urethane primer. Many manufacturers also offer "high build" primers, which have greater filling capability than a standard primer. Unless your surface is very rough or scored, a standard primer will fill the surface imperfections just fine. Even regular primer has a high solid content and will cover tiny surface imperfections and scratches and allow you to sand the surface nice and smooth. Primer is not a catch all for poor prep work, bad dent repair or filler. Make sure the metal is straight, filled, and sanded prior to the primer coat. Any blemishes that are not handled at a the lowest level will show in the final finish.

I applied three coats of Eastwood 2K Urethane primer with my DeVilbiss Starting Line gun with a 1.8mm nozzle. This is the same gun setup I used in installment two. Make sure you follow the gun manufacturers recommendation for the correct air pressure at the gun input, which in my case is 30 psi. I lightly sanded between each coat using 180 grit paper. This allowed me to sand out any blemishes, dirt or imperfections in each coat of primer before moving to the next one. Once the final primer coat was complete, I did a final dry sand with 320 grit paper. I used my Durablock sanding blocks of varying length depending on what part of the car I was sanding. Remember to sand in an alternating X pattern to reduce any straight sanding marks. Be very careful when sanding close to the edge of a panel as it will be very easy to cut through the primer and expose bare metal. I tried to stay away from the ends of the panels with my Durablocks and then hit those areas later by hand with folded 320 grit paper.

Since the primer installment is not too involved, I thought it a good time to talk about spray gun technique and the sequence that you should use when painting your CV. Since HVLP guns have become the standard, I will use that as my example for gun technique. The first thing that

will strike you is how little overspray there is with a good HVLP gun. I was amazed the first time I used one. Regular spray paint from a can will produce a lot more overspray and mess than a HVLP gun.

Nose of #3173 after two coats of epoxy primer and three coats of urethane. Hood, grill and headlight buckets were removed and painted off the car.

The proper distance for an HVLP gun from the panel is 6—8" and you want to keep the spray nozzle parallel to the panel. You do not want to approach the panel at an angle as you will get an uneven spray pattern, with heavy spray closest to the nozzle and lighter, dry spray farther away. With the gun parallel, move back and forth over the panel at a consistent speed to give good coverage without drips or runs. The speed at which you will move the gun will depend on many factors such as, but not limited to, temperate, humidity, material being applied and the panel being sprayed. I highly recommend using a test panel and using that to adjust your nozzle spray width and to do a rough test for the speed at which you will move the gun over the work. Once you reach the end of a panel, make sure to keep moving the gun a few inches past the panel so that the spray is inform all the way to the end. Once you are past the panel, release the trigger to stop the flow of paint. Immediately press the trigger back down and start back the other way with the gun. Make sure to overlap the spray pattern 50% on the previous row so you get a uniform coat. What you will find with most primers is they recommend a "medium wet coat", which is just what it sounds like. A coat with medium coverage that should go on wet but with no drips or runs. A medium wet coat will allow the primer to flow nicely and give you a solid base to work from. Adjust your spray speed and overlap to achieve this. You will know when it is going on just right. You do not usually need to fiddle with the air pressure input on the gun if the paint is too dry or too wet. It is usually a function of spray speed and distance from the panel.

Now that the two coats of epoxy and three coats of urethane primer are finished and sanded, the next step will be the base coat of color. The base coat will be applied in our next installment and then clear coat after that. This is where it will get tricky. I am praying for a quick warm up this Spring so that #3173 will be ready for Roundup 32 in Carlisle!

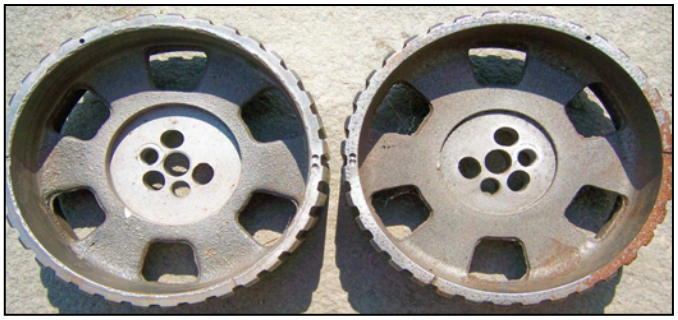
Re-Indexed Cosworth Vega Camshaft Sprockets

Want more torque, more horsepower, lower and smoother idle, higher vacuum, lower under hood temperatures, better throttle response and greater fuel economy while remaining emissions legal? Get a set of re-indexed camshaft sprockets precision machined by Roy Linenberger.

Only $125 + $10 shipping and handling.
Requires the exchange of your
old camshaft sprockets.

Contact: Mark Rock
markarock@gmail.com
(440) 236-9669

www.cosworthvega.com/member_mdse/cam_sprocket.html



Cosworth Vega eBay Watch

The recent comings and goings of CV's on eBay

By Tod Erickson

eBay Item Number: (Listed 2 times)
190486165518
190498231428 (February 10, 2011)

Auction Details:
Ended: January 9, 2011
Bid history: 0 bids
Buy-It-Now Price: US $6,700
Not Sold. Relisted.

1975 Chevrolet
Title: 1975 Chevrolet Cosworth Vega # 1277
Mileage: 7,704 miles
Location: Bastrop, Louisiana
VIN: 1V7735U250423
Exterior color: Black Interior color: Black.

This is a rare car as all Cosworth fans know. It is a 1975 car with number 1277. There were only 3500 made between 1975 and 1976. Standard shift, original 4cyl. motor with 7704 original miles.

I have original receipts showing what has been done to the car, including the original window sticker. This car has been well taken care of. No rust, runs great! Serious inquires feel free to call 318-381-3841. I reserve the right to cancel this auction at anytime as I have it advertised locally.

eBay Item Number: 280621440549

Auction Details:
Ended: February 2, 2011
Bid history: 9 bids
Sold.

1975 Chevrolet Cosworth Vega
Title: 1975 Chevrolet Cosworth Vega
Mileage: 53,448 miles
Location: Sanger, California
VIN: 1V77E5U2735532
Exterior color: Black Interior color: Black.

This is a 1975 Cosworth Vega #2015 that I bought from the original owner in 1995. It has been in dry storage since it was last driven in 1996. It started right up after I got the bad gas drained out of it and everything appears to still work okay. I can't remember anything major being wrong with it when we drove it in 1996. The original owners had the engine rebuilt around 20,000 miles and installed steel cylinder sleeves to correct the Vega aluminum cylinder problem. The engine runs fine now.

It came with a dealer installed landau top, louvered rear window cover and has special side glass rear windows. The top will have to be replaced but that shouldn't be a big deal. The car has no rust and the interior is fair. The only dent is in back of the passenger rear tire where a tire blew out and slapped the very bottom of the panel.

I'm relisting this car due to an unpaying bidder.

eBay Item Number: 270702103149
1976 Chevrolet Vega Cosworth
Title: 1976 Chevrolet VEGA COSWORTH #3183
Mileage: 19,900 miles
Location: Ulysses, Kansas
VIN: 1V7706U217963
Exterior color: Firethorn Interior color: Red

Auction Details:
Ended: February 11, 2011
Bid history: 15 bids
Final Bid: US $4,650
Buy-It-Now Price: US $6,500
Reserve Not Met
Not Sold.

Up for auction again is my Cosworth Vega #3183. Chevrolet only made 3508 of these cool little cars in '75 & '76. This car runs like a sewing machine and handles like a go kart! I started with a very solid car that was stripped to bare metal and painted back original color (Firethorn metallic) with PPG base/clear including door jams & underside of hatchback. The only rust was on the corner of the hood, the size of a dime & a small spot on the back of the hatchback that were cut and repaired. I filled in the side marker lights (I thought they would look better on a pick up). I welded the bumper jack holes & the front license plate holes and painted them with the same paint. I replaced the front & rear valances with fiberglass pieces and added front & rear spoilers. Underside of the hood was undercoated with spray on bed liner and a new fiberglass pad. Interior is original except for new carpet, all the gauges work, even the clock & radio (I replaced the front & rear speakers). Car has all new weather stripping except for the quarter windows (I couldn't locate any new or re-pops). No splits or tears in the seats, the carpet in the cargo area could use replaced although it's not that bad. The spare tire has never been out of the car. Gas tank was cleaned & relined, sending unit was rebuilt and fuel pump was replaced. Engine & transmission have never been out of the car. Many new parts under the hood, timing, distributer & alternator belts, water pump, motor & transmission mounts, battery, re-cored radiator, radiator hoses, spark plugs, cap & rotor, ignition module, plug wires, high pressure fuel pump, K&N filters, shocks, tires (Sumitomo HTR 205/60R13), wheels were stripped and powder coated close to the original gold color, offset cam sprockets, exhaust. Underneath side is solid but unrestored. There was some rust that was cut out & repaired under the battery.

I have some spare parts that will go with the sale (computer, fuel injectors, misc.). Service manuals, Mark Rocks Tips & Tricks books, Lots of original paper work. Please feel free to ask any questions with email or call (620)-353-4420

Robert A. Maloy Memorial Award Winners

CVOA founder Bob Maloy

In recognition of your many years of dedication to the Cosworth Vega and your relentless support of the ideals and goals of the Cosworth Vega Owner's Association.

Year	Name
1992	Steve Mayefske
1993	Mark Rock
1994	Lou and Harriet Marr
1995	Mike and Susan Rupert
1996	Duke Williams
1997	Bob Chin
1998	Clark Kirby
1999	Doug Perkins
2000	Tim Morgan
2001	Not Awarded
2002	Not Awarded
2003	Not Awarded
2004	Not Awarded
2005	Not Awarded
2006	Not Awarded
2007	Brian Harpst
2008	The Web Crew (Jerry Smith and Mark Rock)
2009	Jim Rigg

eBay Item Number: 140511103472
1975 Chevrolet COSWORTH
Title: 1975 CHEVROLET COSWORTH VEGA # 490
Mileage: 54,000 miles
Location: El Segundo, California
VIN: 1V77E5U247249
Exterior color: Black Interior color: Black

Auction Details:
Ended: February 17, 2011
Bid history: 30 bids
Ending Bid: US $2,149.21
Sold.

FOR SALE IS A CAR I NEVER GOT TO START RESTORING. I HAVE TOO MANY PROJECTS SO I AM SELLING OFF SOME CARS. THIS CAR IS ONE OF THEM. IT IS A COSWORTH VEGA. # 490 OF 3508 MADE BETWEEN THE MIDDLE OF 1975 AND THE 1976 YEAR. VERY RARE CAR. OWN A PIECE OF CHEVROLET HISTORY.

ALL COSWORTH PARTS ARE ON THE CAR EXCEPT THE ORIGINAL RIMS. COSWORTH HORN PAD IS PERFECT. COSWORTH GOLD PLAQUE WITH #490 IS PERFECT. THIS COSWORTH CAME WITH A SILVER DASH BEZEL(WHICH IS PERFECT ALSO) INSTEAD OF THE GOLD BEZEL. ORIGINAL COSWORTH STICKER ON THE AIR FILTER HOUSING IS PERFECT ALSO. COSWORTH HEAD IS CLEAN WITH ORIGINAL COSWORTH STICKER ON IT. MOTOR IS ALL ORIGINAL . STILL HAS ORIGINAL GM HOSES. BENDIX FUEL RAILS ARE NOT CORRODED.

THIS CAR IS ORIGINALLY FROM WASHINGTON. I BOUGHT IT AT POMONA CAR SHOW ABOUT 2 YEARS AGO. I HAVE THE ORIGINAL WASHINGTON TITLE . I NEVER GOT AROUND TO REGISTERING IT UNDER MY NAME. ALL YOU NEED TO REGISTER IT IN CALIFORNIA IS HAVE THE CAR PASS SMOG AND TAKE IT TO DMV SO THEY CAN VERIFY THE CAR. YOU CAN ALSO DO THIS AT AAA IF YOU ARE A MEMBER. THATS WHERE I GOT THE INFORMATION TO TITLE IT IN CA. CAR IS SOLID BUT NEEDS TLC.

CARS RUNS BUT IS NOT RAODWORTHY. MOTOR RUNS STRONG . STARTS RIGHT UP. IT HAS A SMALL FUEL LEAK ON THE LINE. CAR STILL RUNS WITH THE LEAK BUT WILL IDLE A LOT BETTER WITH THE FUEL LINE FIXED. CAR DOES NOT OVERHEAT.

IT NEEDS THE PASSENGER MOTOR MOUNT REPLACED WHICH I HAVE BRAND NEW (INCLUDED WITH THE CAR)

INTERIOR IS NICE AND ORIGINAL. DRIVER SEAT HAS A SMALL TEAR ABOUT 1 1/2 INCHES ON THE BOLSTER CLOSEST TO THE DOOR. THE HEADLINER IS PERFECT ON IT. BACK SEAT IS GOOD WITH NO TEARS JUST NEEDS TO BE DUSTED. HATCKBACK DOOR OPENS PERFECT AS WELL AS CLOSES PERFECT. THE LIFTS FOR THE HATCHBACK WORK PERFECT. GOES UP BY ITSELF AND HOLDS THE HATCHBACK .

THE BODY HAS SURFACE RUST AS YOU CAN SEE. IT CAN STILL BE SAVED. ITS JUST SURFACE, IT HAS NOT GONE THROUGH OR ANYTHING. BOTTOM OF THE CAR IS SOLID (REFER TO PICS)

TRANSMISSION SHIFTS FINE BUT I CANT PUT IT IN REVERSE . WHEN I BOUGHT IT, THE REVERSE WAS WORKING. I DONT KNOW WHY I CANT PUT IT IN R NOW

ON SUNDAY I TOOK PICTURES AND A VIDEO OF IT, WHEN I OPENED THE DOOR IN THE MORNING I COULD NOT TAKE OUT THE KEY FROM THE DOOR. IT IS STUCK.

ALL WINDOWS ARE PERFECT. THE SIDE ONES POP OUT AND CLOSE GOOD.

CAR IS BEING SOLD WITH NO RESERVE. MY PHONE NUMBER IS 310 874 6879 ADRIAN
ASK ANY QUESTIONS YOU HAVE, OR IF YOU WANT TOO SEE SPECIFIC PHOTOS

Cosworth Vegas for Sale

1975 Cosworth Vega #0422

VIN #1V77E5U244931. 11,400 miles. Original except cam belts and tires which I changed to be on the safe side (originals included) and the battery. Also has front and rear spoilers. Black w/black vinyl interior, swing-outs, AM-FM stereo w/rear speaker and rear defog. Car is located in Addison, Illinois just outside of Chicago.

$7,000.00

Contact: Alan anytime for lots more information.
Phone: 630-363-7772 Email: sv1al@comcast.net

1975 Cosworth Vega #0960

75,000 miles. Black and gold. Stored in climate controlled garage for 20 years. I think it needs a new fuel line as it was leaking from the tank area and would not stay running. Sputters out after a few seconds. Ran very well the last time it was driven, approximately 10 years ago. Very dusty. I have not given it a good inspection as it is in my parents basement. Would be a show car with very little work.

Need to sell.
Contact: Taylor Hood.
Phone: 336-239-0311

Non-Cosworths for Sale

No ads at this time.

Cosworth Vegas Wanted

No ads at this time.

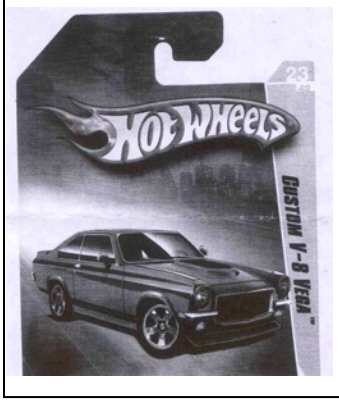
Parts for Sale

Drip Rail Molding

Contact: Jerry Smith
(321) 297-6566
cwvega76@gmail.com

Cosworth Vega engine parts. Crate with parts of two used engines disassembled, one mostly assembled head, the other disassembled. Extra (3rd) crankshaft, block, water pump, etc. One head and cam cover is polished. Assorted pulleys, gaskets, windage trays, valves, chrome tube, chrome brackets. One oil pan, two distributors. Lots of parts for the Cosworth Vega enthusiast/collector. Prefer to sell as a lot. $1,250 or make offer, shipping extra.

Mark Drastal
Tivvy's Autocraft
Danville, Virginia 24541
(434)799-5629



Hot Wheels Custom V-8 Vega Hatchback. First generation Vega. Turquoise in color. L88 hood scoop, mag wheels, side stripes, front and rear spoilers. Multiple available.

$10 each plus shipping

Contact: Michael S. Braun
413 River Road,
Pequea, PA 17565
(717) 284-3241

New Cosworth Vega wheel with mounted tire,
new CV front stabilizer bar.
Make Offer!
Dick Rogers, P.O. Box 593, Mira Loma, CA 91752-0593
(951) 360-8565

Vega (140) cylinder head. Ported, larger stainless valves, P.C. seals, Crane valve springs and retainers, Crane cam F240/470-8 racing part # 120971, lifters, new cam bearings, cam seal, sprockets. All new– ready to race! $900

All kinds of used stock engine parts & new racing parts. Also automatic transmissions.

Contact: Sonny (210) 688-3711

Set of New Hood Pad Retainer Clips $8
Contact: Art Treta
(315) 831-8457
C1451@aol.com

Parts Wanted

GM part number 366175 (Vega Type) with knob, shift lever assembly for a Borg Warner T50 five speed transmission.

Dick Rogers, P.O. Box 593, Mira Loma, CA 91752-0593
(951) 360-8565

NOS GM parts for Vega and/or Cosworth Vega

We are looking to purchase any GM NOS parts (from an individual part to a group of parts) specific to the Cosworth Vega and/or Chevy Vega. Please email parts listing, description, and asking price. Also looking for used Cosworth external high pressure fuel pumps and used Cosworth heater cores for reconditioning and rebuilding.

Contact: Richie
richiebee000@yahoo.com

CVOA ADVERTISING POLICY

Business Advertisements
Price Per Issue

1/4 page: $10
1/2 page: $25
Full page: $50
Full page inserts:
$70 if inserts are provided, $120 if no inserts are provided

Member/Non-Member Ads

CVOA members are entitled to one free ad per issue. Additional member ads are $5 each. For member ads, Cosworth data (dash #, VIN, color combination and options) must be included. Non-member ads are charged $15 for an advertisement in two consecutive issues.

Please mail all Advertisements/Articles to:

Cosworth Vega Magazine
Tod Erickson
22 Sandy Brook Lane
Londonderry, NH 03053
Or email to: Tod_Erickson@Yahoo.com

CVOA is not responsible for any advertised claims, products or services from independent or commercial vendors. However, reoccurrence of complaints may result in denial of advertising space and reference to members in future issues.

CVOA Regional Directors

Region 1
MA, RI, NH, ME, VT, CT
Presently merged with Region 2

Region 2
NJ, NY
Robert Spinello
24 Amesworth Court
Middle Island, New York 11953
(631) 775-6861
vegavairbob@gmail.com

Region 3
PA, DE, DC, MD, VA, WV
John Williams
202 Mile Road
Tunkhannock, PA 18657
(570) 574-2749 (cell)
greencosworth@aim.com

Region 4
NC, SC, GA, TN, MS, AL
Shawn Parsons
501 Northlands Lane
Evans, GA 30809
(334) 379-5205
Shawn.I.Parsons@amedd.army.mil

Region 5 - FL, PR, VI
Jerry Smith
1220 Section Line Trail
Deltona, FL 32725
(321) 297-6566
cwvega76@gmail.com

Region 6
CO, WY
Presently merged with Region 14

Region 7
OH
Director Needed
Email Dick Baumhauer if you are interested.

Region 8
MI
John Cowall
9677 Fox
Allen Park, MI 48101
(313) 388 -1026
jcowall@hotmail.com

Region 9 - IA,KS,NE
Donald L. Hawbaker
707 Vine Street
Dallas Center, IA 50063
(515) 992-3634
Fuelman1946@aol.com

Region 10
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Phil Rust
5840 Norwaldo Avenue
Indianapolis, IN 46220
(317) 253-4408
prustindy@att.net

Region 11
IL, MO
Roy Linenberger
3434 South Paw Paw Road
Paw Paw, Illinois 61353
(815) 627-9410

Region 12
TX, OK, LA, AR
Dan Newman
25014 Butterwick Drive
Spring, TX 77389
(281) 351-6187
Dan.Newman2@GTE.net

Region 13
Presently merged with Region 16

Region 14
OR, WA, ID, MT, AK, UT, HI, British Columbia, Canada
Jim Rigg
2865 S. Portside Ave
Boise, ID 83706
(208) 367-1004
jwrigg@msn.com

Region 16
CA, AZ, NV, NM
Bryan Pridmore
130 Malaga Way
Brentwood, CA 94513
(925) 642-0368
Cos5speed@gmail.com

Region 17
ND, SD, MN, WI
Dale Malin
697 Old Hopkins Place
Hudson, Wisconsin 54016
(715) 386-7741
dlmalin@juno.com

CVOA Directors Wanted!

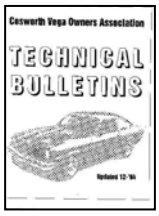
If you would like to be a CVOA Regional Director in a region that is presently merged or one that does not have a director, please contact CVOA President Dick Baumhauer at hammerdown@wowway.com.

CVOA Merchandise

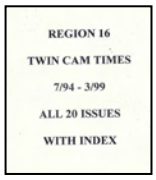
CVOA-MAN-1 $ 17.00
Fuel Injection Diagnostic Manual - Comb bound photocopy of manual written by Phil Good, one of the Bendix engineers who developed the Cosworth Vega EFI.

CVOA-MAN-2 $ 8.00
Five Speed Service Manual - From Borg Warner, 12 pages, spiral bound.

CVOA-MAN-3 $ 22.00
Tech Bulletin Set - CVOA Technical Bulletins that have been published in the CVOA Magazine. They cover many important topics. Last Update 12-94. Spiral bound copies.



CVOA-MAN-5 $33.00
Duke Williams - Twin Cam Times Portfolio
Complete set of Duke's work on the Cosworth while Director for Region 16. Stapled issues with an index.



CVOA-MAN-6 $ 11.00
1975 -1976 Engine Assembly Manual - Loose leaf. You will need a small three ring binder for this manual.

CVOA-MAN-8 $ 39.00
1975 Cosworth Vega Assembly Manual—Loose leaf. You will need a three ring binder for each manual.

CVOA-MAN-9 $39.00
1976 Cosworth Vega Assembly Manual—Loose leaf. you will need a three ring binder for each manual.

CVOA-PUB-1 $5.00
Cosworth Vega Magazine Back Issues - All back issues of the CVOA magazine are available as photocopies.

CVOA-PUB-4 (Free to current members)
Cosworth Vega Owners Association Concours & Autocross Rules

CVOA-PUB-2 $165.00
Complete Set Cosworth Vega Magazine Back Issues
Certain back issues are available only as photocopies

CVOA-PUB-3 $ 4.00
Phone Directory - Complete listing of the latest roster of CVOA members. Great to have when you are traveling in your Cosworth on long road trips. March 2005 is latest update.

CVOA-ACC-1 $ 9.00
Key Ring - "Spanish Gold" alloy casting of the horn emblem. Enameled blue/black logo. Large diameter 1.75 inches.

CVOA-ACC-2 $ 4.00
Kan Koolers - Foam sleeve to keep a can cool. Yellow with 20th anniversary logo.

CVOA-ACC-3 $ 3.00
Window decal - New design, static cling type. Affixes to inside of window. White background.

CVOA-ACC-4 $ 4.00
CVOA Jacket Patch . Older design 3" round, WHITE background.

CVOA-ACC-4B $4.00
CVOA Jacket Patch . Older design 3" round, BLACK background.

*** Items sold to current CVOA members only ***

How to buy CVOA parts and merchandise

Order online at www.cosworthvega.com
Click on "order online" link on the lower right corner of the home page and use PayPal

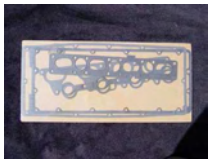
OR:

Mail check or money order (payable to CVOA) to:
Chuck Larsen
3509 Dean Street
Woodstock, IL 60098-7682
Email: cosvega76@yahoo.com

Prices include shipping to the lower 48 states only (no PO Boxes). Contact the Merchandise Director for shipping charges to Alaska, Hawaii, and foreign countries. Please allow four weeks for delivery.

CVOA Parts

CVOA-PT-01 $39.00
Upper End gasket set. Includes cam cover, cam carrier, intake and exhaust.



CVOA-PT-02FP $26.00
Head Gasket (Fel-Pro) with instructions for making the oil restrictor.

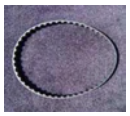
CVOA-PT-02V $26.00
Head Gasket (Victor) with instructions for making the oil restrictor. .045 Thickness

CVOA-PT-03 $45.00
Lower end gasket set. Includes oil pan set, oil pump set, rear main set (rope seal), and water pump gasket.

CVOA-PT-05 $28.00
Camshaft/Distributor drive seals. Set of three.

CVOA-PT-06 $5.00
Distributor O-Ring Set - 3 Rings

CVOA-PT-07 $17.00
Distributor drive belt.



CVOA-PT-08 $75.00
Cam drive belt
Fel-Pro Water Pump Gasket - No Charge with Belt Set Only

CVOA-PT-09 $85.00
Water Pump with updated bearing set. Water pump purchase requires core to be returned. Gasket included.

CVOA-PT-10 $22.00
Heater box rebuild kit. Reproduction kit with seals. You will also need to get a small tube of 3M Super Weather-strip Adhesive and some 3M Strip Caulk from your local parts store.

CVOA-PT-11 $ 11.00
GM-RC-36 Radiator Cap - Genuine replacement.
Type differs slightly from original.

CVOA-PT-12 $ 11.00
3M "27" Tape - The special white insulating tape used on the left engine wiring harness. 7ft. roll (enough to do one car) '75 or '76. LIMITED SUPPLY.

CVOA-PT-13 $ 11.00
Fuel Injector "O" Ring Kit - Includes (4) fuel rail grommets, (4) injector manifold seals, (8) injector to rail seals, and instructions.

CVOA-PT-15 $190.00
Reproduction Complete Stripe Kits - Excellent quality done on computer controlled equipment. Lettering is gold with die-cut black background as found on 95% of the cars.

CVOA-PT-16 $195.00
Exact reproduction hood pad. Molded fiberglass, pre-punched mounting holes. Retainer clips not included.

For hood pad retainer clips contact:
Art Treta
(315) 831-8457
C1451@aol.com

CVOA-PT-19
Neoprene Rear Main Seal $17.00

CVOA-PT-20 $45.00
Gates reproduction lower radiator hose

New Valve Shims - Limited Supply $10.00
These were VW shims milled to fit our Cosworth engines. Please use a micrometer on your old shims in order to determine the size you need. The number (if readable) may not be accurate on your old shim. Thickness in inches.

CVOA-PT-04-111 .111 thick
CVOA-PT-04-113 .113 thick
CVOA-PT-04-115 .115 thick
CVOA-PT-04-117 .117 thick
CVOA-PT-04-119 .119 thick
CVOA-PT-04-121 .121 thick
CVOA-PT-04-123 .123 thick
CVOA-PT-04-125 .125 thick
CVOA-PT-04-127 .127 thick
CVOA-PT-04-129 .129 thick
CVOA-PT-04-131 .131 thick
CVOA-PT-04-133 .133 thick
CVOA-PT-04-135 .135 thick
CVOA-PT-04-137 .137 thick
CVOA-PT-04-138 .138 thick
CVOA-PT-04-139 .139 thick
CVOA-PT-04-140 .140 thick
CVOA-PT-04-141 .141 thick
CVOA-PT-04-142 .142 thick
CVOA-PT-04-143 .143 thick
CVOA-PT-04-144 .144 thick
CVOA-PT-04-145 .145 thick
CVOA-PT-04-146 .146 thick
CVOA-PT-04-148 .148 thick

CVOA Vendors

APPROVED

Vega Parts, New and Used, Repro Front Air Deflector
Dave's Vega Village
#4-3011 Murray Street, Port Moody, B.C. Canada V3H 1X3
(604) 469-9979 Monday-Saturday 1PM to 6PM PST

Vega Engine Parts: New/Used/Racing parts, Engine Rebuilding
Sonny Rossi, San Antonio, TX
(210) 688-3711

CV Rebuilding / Repairs and Reproduction Dash Bezel
Hutton Motor Engineering
1815 Madison, Street, Clarksville, TN 37043
(931) 648-1119
***Note:** Dash bezel is a two piece design

Carpets - Molded Floor, Rear Cargo and Material
Auto Custom Carpets Inc. (http://www.accmats.com)
1429 Noble Street, Anniston, AL 36202
(800) 352-8216
***Note:** 1976 carpet is longer than the 1975. CVOA discount.

Reproduction Labels
Jim Osborne Reproductions (http://www.osborn-reproduction.com)
101 Ridgecrest Drive, Lawrenceville, GA 30045
(770) 962-7556

Reproduction Window Price Stickers
Triple A Enterprises (http://www.window-sticker.com)
P.O. Box 8463, Bloomington, IN 47408

Computer Repair
Bob Stallwitz, Pekin, IL
(309) 353-2450 Email: rstallwitz@grics.net

Water Pumps
Superior Pump Exchange
2341 W. Cypress Phoenix, Phoenix, AZ 85009-2713
(602) 252-7308

Seat Upholstery Material
Original Auto Interiors (http://www.originalauto.com)
7869 Trumble Road, Columbus, MI 48063-3915
(586) 727-2486

SMS Auto Fabrics (http://www.smsautofabrics.com)
350 South Redwood Street, Canby, OR 97013
(503) 263-3535

High Pressure Fuel Pump, Injector and MAP Sensor Rebuilding
Fuel Injection Corporation (http://www.fuelinjectioncorp.com)
2407 Research Drive, Livermore, CA 94550
(925) 371-6551

Fuel Injector Cleaning and Testing
Superior Automotive (http://superiorautomotive.com)
2675 W Woodland Dr., Anaheim, CA 92801
(714) 503-1880. Contact: Joe Jill.

Seat Belts– Repair and Restoration
Ssnake-Oyl Products (http://www.ssnake-oyl.com)
114 N Glenwood Blvd., Tyler, TX 75702
(800) 284-7777

Remanufactured Vega Steering Boxes
Lares Corp. (http://www.larescorp.com)
855 South Cleveland, Cambridge, MN 55008
(800) 555-0767

Weatherstrip for your Cosworth
Metro Molded Parts (http://www.metrommp.com)
11610 Jay Street NW, Minneapolis, MN 55448
(800) 878-2237

Cosworth Vega Professional Wheel Refinishing
Wheel Medic
2971 Silver Drive
Columbus, OH 43224
(614) 299-9866

CVOA Technical Advisors

Questions and Advice

***Engine and EFI related issues**
Karl Bell of Hutton Motor Engineering, Clarksville, TN
(931) 648-1119
8-3 CST, Tues-Fri only

***Restoration and Mechanical**
Bob Chin, Bloomington, IN
(812) 339-0838
4pm-9pm EST
BobC997615@aol.com

***15 years experience, Mechanicals, Parts, Availability, Restoration and Detailing**
Keith Meiswinkel, Wallkill, NY
(845) 629-7970
7:30pm-9pm EST Every Day
kmeiswinkel@hvc.rr.com

***EFI, Webers, Engines, Performance Parts, Suspension, Body and Interior**
Tim Morgan, Houston, TX
(281) 589– 0449
9pm-10:30pm CST M-F
Twincams@aol.com

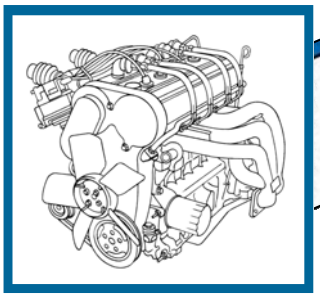
***Dave's Vega Village, All H-Body types, V6 & V8 Conversions, 20 years of study**
David Quarterman, Port Moody, B.C. Canada
(604) 469-9979
1-6pm PST, Mon-Sat

***Editor, Cosworth Vega Tips and Tricks Knowledge Base Volumes I, II, III**
Mark A. Rock, Columbia Station, OH
(440) 236-9669
After 7 PM
markarock@gmail.com

***Troubleshooting Fuel, Electrical and Drivetrains a Specialty. Working on Cosworths since 1979**
Maurice Schecter, Williston Park, NY
(516) 294-4416
9-11pm EST M-F
Mauricsch@cs.com

***Maintanence, Engine, 5 Speed Trans, Brakes, Fuel, Electrical System, General Technology and History**
Duke Williams, Redondo Beach, CA
(310) 372-5527
6pm-10pm PST & weekends
Dukewilliams@netzero.net

***EFI, Webers, Engine Assy, Electronic analysis, 30+ Years performance OHC Experience. 16 Years CV port/polish, etc.**
Neil Williams, Bellflower, CA
(562) 920-7168
After 5PM PST



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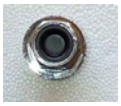

Reproduction

To Order: Contact Richie

KMBBX@aol.com